

CLASSIFICATION **CONFIDENTIAL**

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COUNTRY **Czechoslovakia** REPORTTOPIC **Ostrov and Hrabuvka Airfields**

EVALUATION PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED DATE PREPARED **22 September 1955**

REFERENCES

PAGES **2** ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. Air activity was observed at Ostrov airfield (50°17'N/12°58'E) prior to the summer of 1952. The airfield area was fenced in, and air activity terminated because construction work started. A temporary building in the southeastern portion of the field, where formerly gliders were parked, was now used for construction purposes.  
The runway of Ostrov airfield was located just south of a pond at the village of Kravin.  
Prior to the release of the airfield, young civilians were trained there in gliding. Towing flights by gliders were also observed. It was observed several times, that two biplanes of an unidentified type took off at this field to spray against Colorado beetles.<sup>1</sup>
2. Hrabuvka airfield (49°47'N/18°16'E) was located just west of the town of Hrabuvka, immediately southeast of the Kunice (49°49'N/18°18'E) - Stara Bela (49°46'N/18°14'E) road.  
The landing field was covered with grass and could be used during the entire year. No runways or taxiways were seen. Various buildings were located in the northwestern airfield including a temporary building housing the flight control station and the dispatching office; two small solid hangars, covering an area of 30 x 30 meters, and two larger sheds which probably were of wood construction. A hangar with vaulted roof was located at the southwestern edge of the airfield.  
The parking area for commercial planes was located in front of the flight control station. There the student pilots entered their planes.
3. No information could be obtained on aircraft stationed at Hrabuvka airfield. Since airline operations and training flights were observed, several planes used for these purposes must have been stationed there at various times. No military personnel were observed. Six to eight Czech civilians were employed

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at the flight control station and the dispatching office. It was learned that the pilots of training airplanes were also civilians. Between 1700 and 2100, one commercial aircraft landed at the field. According to statements of the pilot, it flew on the Prague line.

When the weather was perfect and especially on Saturdays and Sundays, up to six training aircraft made local flights. The student pilots were changed at the parking area for commercial aircraft after the planes had made several local flights. According to Czech workers from the Ostrava district (49°50'N/18°17'E) were trained there.

During one week in the summer of 1953, intensive air activity was observed at Hrabuvka airfield. This air activity was said to be propaganda measures by the Czech Air Force. Various kinds of parachute jumps were demonstrated. These jumps were made individually from biplanes or in groups of up to 12 parachutists from a twin-engine aircraft. The parachutists bailed out at various altitudes.

4. The commercial aircraft had piston engines, a tail wheel.

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The aircraft showed the Czech colors under the wings and on the rudder units. The training planes were small single-engine low-wing aircraft with propellers and glazed cabin and apparently single seaters.

1. Comment. The present information confirms previous reports which indicated that Ostrov airfield was evacuated and the area was included in the new settlement.

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2. Comment. The present report confirms information on the airfield, buildings, and occupation. Hrabuvka is a commercial airport and was also used for pre-military training.

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